Autolite®

Technical Information

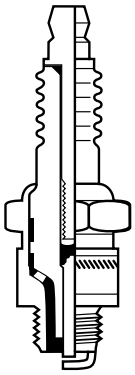
Autolite®

Spark Plug Types

Engineered for every type of spark-ignited Internal Combustion Engine.

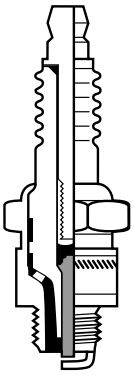
1. RESISTOR

Another Honeywell Autolite "first" incorporates an internal resistor which minimizes radio and TV interference, reduces electrode erosion for longer plug life. Used mainly for automotive and marine applications.



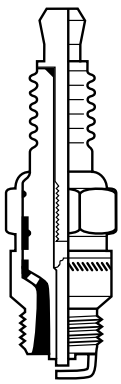
2. COPPER CORE

The copper core increases the rate of heat conduction in the spark plug tip and improves resistance to all types of fouling.



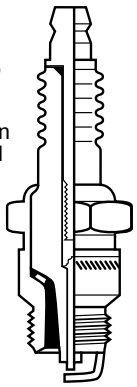
3. TRANSPORT

Larger electrodes and insulator design provide longer life, improved fuel economy in engines operating under full load (heavy-duty over-the-road truck and tractor engines).



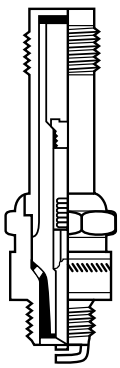
4. POWER TIP

Pioneered by Honeywell Autolite, insulator extends beyond the shell into the combustion chamber. Designed to provide "self-cleaning" action to virtually eliminate fouling at low speeds; "charge cooling" action to reduce the possibility of pre-ignition at high speeds.



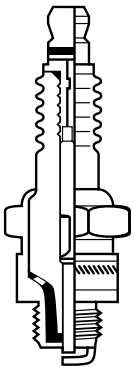
5. SHIELDED

Spark plug insulator is enclosed in a metal case. Wires are attached by means of waterproof connectors. Complete sealing makes plugs waterproof, explosion-proof, also provides improved suppression of radio interference. Used in military, marine, automotive and industrial applications.



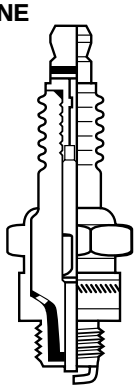
6. SERIES GAP

Designed to fire under heavy fouling conditions (long idle, low speed running). Used mainly in truck and stationary engine applications.



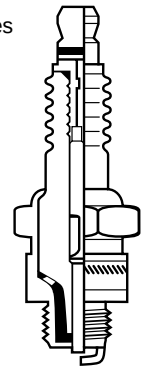
7. SMALL ENGINE

Shortened side electrode extends just halfway across tip of center electrode (compared to all the way across the tip of a standard plug). Designed to resist "bridging." Used on a variety of 2- and 4-cycle engines such as power lawn mowers, snowmobiles, outboard motors, chain saws, motorcycles, etc.



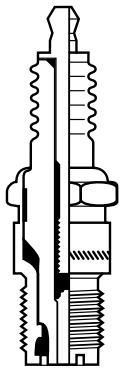
8. RACING

Precise heat ranges to power anything from street rods to top fuel cars. Cut back ground electrode exposes spark for quicker acceleration.



9. SPECIAL MAZDA PLUG

Specially designed and developed for use in Mazda rotary engines. Features a special surface gap quadruple electrode design for self-cleaning and apex seal clearance.

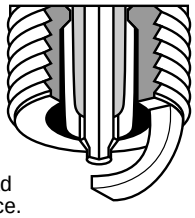


10. SURFACE GAP TIP

Used with capacitor-discharge ignition systems only (principally marine, snowmobile and motorcycle engines). Provides total protection from spark plug induced pre-ignition due to the extremely cold heat range inherent in the design.

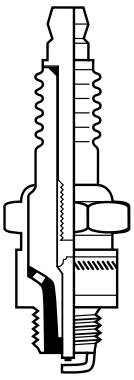
11. NECKED DOWN CENTER ELECTRODE

Tapered high nickel-chrome alloy tip combined with copper center electrode produces hotter, sharper spark for easier starting and on-road performance.



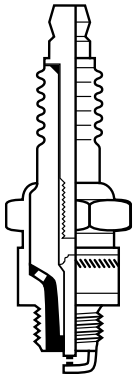
12. PLATINUM

Our basic design with the addition of a full platinum tip which delivers precision firing, smooth acceleration, top fuel economy and virtually no gap erosion up to 50,000 miles.



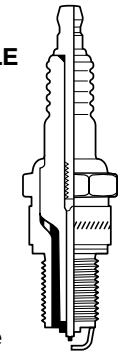
13. DOUBLE PLATINUM

Features our basic design with platinum tip on center and side electrode. Minimal gap erosion delivers maximum longevity.



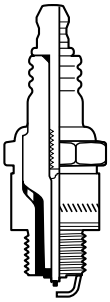
14. FINE WIRE PLATINUM MOTORCYCLE

Fine wire center electrode and trimmed side wire electrodes focus ignition power. Platinum alloy allows longer life without gap erosion. Used as a high performance upgrade for standard motorcycle spark plugs.



15. PREMIUM SMALL ENGINE

Designed to outperform standard original equipment plugs. The power concentrating tip focuses the spark to reduce fouling. An ideal upgrade for all small engine applications, available for both two and four cycle engines.



May 2003